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January 7, 1936

Wabash engine No. 1870 recently came back from Decatur shops.

January 10, 1936

The Wabash locomotives make about 200 miles a day. The local division has about 40 locomotives and about 20 get used daily.

January 13, 1936

A Wabash test train of 125 cars fight a gale to reach the border. It was a test of a new smokestack and water nozzle on engine No. 2460 on its way to Windsor.

January 17, 1936

Wabash moves 140 cars of Fords in two days. The Wabash ran 25 trains, 1115 cars.

January 18, 1936

Back from Montpelier. Wabash engine No. 1679 is being placed in service on the local division after being away for her annual visit to Montpelier division. W. B. Kennedy, Master Mechanic said that for some weeks No. 1679 had been used in passenger service on the Montpelier Division during the Christmas and New Years rush. Now she has returned to the local division for service. Engine No. 2460 which has a new smoke stack and nozzle has been making some splendid runs up and down the line. No. 2078 has been equipped similarly and both are due to get an official test before long. The first test with No. 2460 with a 125 car train did not prove successful owing to a heavy broadside wind.

January 29, 1936

Wabash engine No. 2460 on train No. 82 with engine Carson Arnold.

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February 3, 1936

Accident at Simcoe engineer Sherman Robinson.

February 6, 1936

The performance of Wabash engines No. 2460 and No. 2078 recently outfitted with new smoke stacks and larger nozzles is being watched closely. This week US engine inspectors were on the Division making tests.

February 10, 1936

Wabash freight flyer makes fast run in zero weather. The third section of train No. 96 made a 112 mile dash from Windsor in two hours 40 minutes. Engine No. 1679 brought the train from Windsor and Wabash engine No. 1677 took the train from St Thomas to Niagara Falls.

February 24, 1936

Wabash train No. 91 is speedy, it made a brilliant run on Monday morning from Fort Erie to St Thomas in two hours and 40 minutes. On the east end the engine was No. 1678, Engineer W. Buchan, fireman Jack Huston. The engine on the west end was No. 2036, engineer Henry Harland and fireman Whistlecraft. The train had forty-two cars.

March 2, 1936

A large party of United States Navy sailors got a fast ride over the Wabash, en route from Newport Rhode Island to san Diego, California. They came to the Wabash at Black Rock, New York. Two of the fastest engines on the Division No. 1678 and No. 1680 were used for this trip and not a moments delay was caused despite the fact that the Wabash handled a heavy volume of westbound freight.

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March 4, 1936

The Wabash mainline to have 33 train crews.

Wabash derailment at Renton thirteen cars leave the track.

March 7, 1936

Wabash engine No. 2456 has come out of the local roundhouse after being cleaned. It looked like a new one on Friday when it pulled No. 82 out of the St Thomas yards.

March 9, 1936

The Wabash hauled 119 cars of Fords. On Monday the Wabash ran 29 trains, 1337 cars.

March 10, 1936

Mishap on the Wabash. Wabash freight train No. 96 en route to St Thomas Tuesday morning had a mishap one mile west of Baird's, six miles west of St Thomas when the axle on engine No. 2043 broke. The train was not derailed as the wheels rolled away safely, but the sudden jolt stopped the train .

March 12, 1936

Wabash engine No. 2043 which suffered a broken axle was sent to Decatur shops.

March 14, 1936

Wabash engine No. 1681 and No. 1892 have been returned from the Decatur Illinois shops after being overhauled. The latter is a yard engine and the former a combined passenger freight monster.

A Wabash big day, 33 trains, 1527 cars, and 77 cars full of Fords.

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March 18, 1936

A snow storm at Fort Erie and Buffalo. Wabash fast freight came into the Fort Erie yards like Santa Claus. It was hauled by engine No. 2455.

April 4, 1936

Two of the old Canadian National 700 class locomotives which have been standing on the side tracks for many years are being sent to the London Ontario where they will be scrapped.

April 8, 1936

Fast Wabash trains pulled by engine No. 2463 and No. 2045.

Another fast run by engine No. 2027 on train No. 82.

April 24, 1936

The Wabash ran 232 cars full of Fords in two days.

May 2, 1936

Wabash engine No. 2458 has returned to St Thomas after being overhauled in the Decatur shops. It was put in the St Thomas roundhouse Friday for an inspection before being placed in service.

May 4, 1936

The Wabash hauled 143 cars full of Fords in three days. On Monday the Wabash ran 26 trains, 1042 cars. On Sunday 34 trains, 1644 cars.

May 7, 1936

Wabash caboose No. 2513 has been returned from Decatur Illinois shops and has been sent to Niagara Falls to be used by Conductor Vicary.

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May 9, 1936

Extensive repairs are being made to the large CNR-Wabash turntable in the St Thomas yards. The big derrick is assisting.

May 15, 1936

Wabash train No. 91 ran in six sections.

May 8, 1936

The Wabash ran 8973 cars one week. H. Sagsletter, Superintendent of Motive Power and E. E. Sanford, Master Mechanic from Decatur Illinois visited St Thomas. In recent years the Wabash has made remarkable time with "2400" and "2000" class engines, while the "2600" class engines are in use in the United States. Some of these engines may be assigned to the Buffalo Division.

May 20, 1936

The Wabash ran 21 trains, 1063 cars.

May 21, 1936

Sperry car over the Wabash.

June 1, 1936

Wabash train No. 91 ran in seven sections. The fourth section ran from Welland Junction to St Thomas in two hours hauled by engine No. 2457. There were 77 carloads of Fords.

June 2, 1936

Wabash engine No. 2043 has returned from the Decatur shops after being overhauled.

June 15, 1936

The Buffalo Division adds a new eastbound freight flyer No. 90.

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June 18, 1936

Wabash engine No. 1681 has been overhauled in the St Thomas roundhouse and repainted for special service on the local Division. It will haul the special Passenger trains.

June 22, 1936

The Wabash ran 78 trains, 3514 cars in the past three days,. There were 104 carloads of new Fords.

June 24, 1936

Expect Wabash Contract Soon. The Michigan Central Railway shops in St Thomas are to reopen on July 6th. A new locomotive repair agreement with the Wabash Railroad will be started and one or two Wabash engines will be repaired. Officials of the two railroads are reported to be getting down to a basis for an agreement.

June 25, 1936

Wabash engine No. 2050 is in the St Thomas roundhouse undergoing some emergency repairs.

June 30, 1936

Wabash engine No. 2034 has been returned from the Decatur Illinois shops after being overhauled.

July 3, 1936

Last month there were 707 Wabash freight trains compared with 619 in June the previous year.

July 21, 1936

Wabash engine No. 2058 is to be sent to the Decatur shops for repairs. It is being put into shape for the journey Monday.

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July 27, 1936

There was a passenger special on the Wabash of four cars of excursionists from Springfield, Missouri to Niagara Falls.

The Wabash ran seven sections to freight train No. 91.

August 5, 1936

Larger Wabash engines are coming in the fall. Improvements have to be made first which include strengthening bridges, a new water standpipe at St Thomas, a ninety foot turntable at Windsor, and the extension of five of the stalls at the Windsor roundhouse. The engines to come to Canada are now in storage at Montpelier, Ohio.

August 10, 1936

The new Wabash engines will not be assigned to the local Division in one fleet but will come one or two at a time per month in the opinion of Mr Duff. Each engine will have be reserviced following its period of storage and it is possible that this work may be given to the Michigan Central shops in St Thomas. Each engineas it is required would be sent to St Thomas to be overhauled and then placed in service from the local terminal.

August 13, 1936

Wabash engine No. 1678 has been returned from the Decatur shops after being overhauled. Dave Britt, Road Foreman of Engines brought the engine from Windsor early this week.

August 24, 1936

Changes at Windsor roundhouse are underway, expect three months for completion.

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September 21, 1936

Wabash engineer William Buchan dies at age 47, he was 27 years with the Wabash.

September 23, 1936

The Wabash work of laying new ballast around Moulton to Marshville is nearly completed and will be finished by October first.

September 28, 1936

Wabash peach special makes a fast run over the Wabash line. A 45 car fruit special ran from Niagara Falls to St Thomas pulled by engine No. 2455. Engine No. 2034 ran the train west to Windsor.

October 1, 1936

Wabash - Michigan shop deal under negotiation

October 2, 1936

Wabash- Michigan Central deal completed.

October 9, 1936

Another Wabash engine is sent to the Michigan Central shops shortly. Engine No. 2050 is being prepared for the trip into the shops. Engine No. 1676 is already in the MCR shops being overhauled. It is expected that about two engines per month will be sent to the shops throughout the fall and winter.

October 19, 1936

The first Silk Train over the Wabash in over two years. There were seven cars. The large 1600 class engines pulled the train. The west-end crew were Tip Logan, George Carroll. And Webb Wilson. The east-end crew were William Spence, Harry Brennan, and Bob Curry.

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October 19, 1936

Another engine soon. W. B. Kennedy Wabash Master Mechanic said only one more engine would be sent to the Michigan Central when No. 1676 is finished. The policy is to send one locomotive at a time. No. 1676 now in the MCR was billed to come out on Thursday October 22nd but it may be delayed as more repairs were found necessary.

October 20, 1936

St Thomas bound train in mishap at Welland. An extra Wabash freight train of sixteen cars bound from Fort Erie to St Thomas backed into a Toronto Hamilton and Buffalo Railway freight train that was travelling from Welland to Port Colborne at the Welland Junction diamond this afternoon. While both tracks were damaged there were no injuries. A couple of cars were toppled over, and a portion of the Welland Junction freight station was smashed.

October 23, 1936

Wabash has a new switch to connect mainline tracks 1 and 2 in connection with the erection of a new water standpipe directly north of the station, A new water tank is to be erected behind the present dilapidated water tank.

Wabash engines are now being repaired at the St Thomas Michigan central shops and other engines will be sent over when No. 1676 is completed.

October 30, 1936

The Big Fleet of New Wabash Engines is completed. The Wabash have twenty-five of the 2200 class engines stored at Montpelier Ohio.

One of the Wabash engines No. 1676 has been rebuilt at the Michigan Central shops.

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November 2, 1936

Material that will be used in the construction of the new water tower for the CNR-Wabash at the London and Port Stanley junction has begun to arrive and work will commence in about ten days. The watertank will be 60,000 gallon size. It will be built immediately behind the present water tower and a standpipe will be erected alongside the tracks. Work in Windsor is half completed, five stalls of the roundhouse have been enlarged to house engines and tenders up to 110 feet long. This will be long enough to house the big K-3 class engines and CNR's 6400 class engines. The remaining nine stalls in the Windsor roundhouse are being left as they are. The new turntable at Windsor for handling the biggest CNR engines with a ninety foot bed is also nearing completion.

November 4, 1936

Wabash has had the return of the first of its locomotives from the MCR shops, engine No. 1676 which will run on the Chatham local. Engine 1677 is now at the Michigan Central.

November 13, 1936

Wabash engine No. 1677 will soon be returned from the Michigan Central shops, where it is having its face lifted and is being given a thorough cleaning. Engine No. 2456 was sent to the shops.

November 16, 1936

Engine No. 1676 has been returned but engines No. 1677 and No. 2456 are still at the MCR shops. This policy will continue for the winter.

November 18, 1936

The first of the new engines are on the way, No. 2276.

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November 21, 1936

Wabash engine No. 2272, the first of the fleet of K-3 class locomotives is en route to the local Division from Decatur, Illinois and may reach Windsor by the end of the week.

November 23, 1936

First new Wabash engine reaches Windsor, No. 2272, and No. 2266 is on the way.

November 25, 1936

Engine No. 2272 is due to reach St Thomas on Wednesday. No. 2266 is on the way.

Work on the St Thomas water standpipe is continuing.

The Wabash ran 51 trains, 2218 cars.

November 26, 1936

The Wabash moved two million dollars worth of turkeys to New York City.

November 27, 1936

The first of the new Wabash engines, No. 2272 is a beauty n is looked over in the St Thomas yards.

November 30, 1936

More Wabash engines; 2272 here, 2266 at Windsor, 2270 at Windsor and 2265 coming from Decatur.

More Wabash firemen are being recalled. The Wabash have promoted firemen to be engineers; Billy Nelson, Duncan Graham, William Saxon.

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December 2, 1936

Work on the new engines, 2272, 2266, 2265 and 2270

Engine No. 2456 has come out of the Michigan Central shops.
Engines No. 1676 and No. 1677 were overhauled in the Michigan Central shops.

December 4, 1936

Work progressing on engine terminals. Engines No. 2265 and No. 2275 are being set up in the St Thomas yards.

December 5, 1936

The Wabash add two more train crews.

December 7, 1936

Harry Shipp is back. Harry Shipp is the newly appointed Road Foreman of Engines for the Buffalo Division. He returns from Decatur, Illinois.

December 10, 1936

Wabash caboose No. 2540 returns from Windsor.

December 16, 1936

Rush of turkey shipments.

December 17, 1936

Another Wabash engine No. 2059 is to be sent to the Michigan Central shops

December 21, 1936

A rush freight. A special freight section for a train of cranberries. The engine was No. 2030.

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December 29, 1936

The Wabash will introduce the new fleet of engines on January 10th.

December 30, 1936

The seventh engine arrives. Engine No. 2268.